

THE NORTHWEST PLAN 2006



CITY OF COLUMBUS, DEPARTMENT OF DEVELOPMENT, PLANNING DIVISION

THE NORTHWEST PLAN



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The Northwest Planning Area was adopted by City Council on xxxx. Please direct all questions regarding the content of the plan to the City of Columbus, Planning Division, 109 N. Front Street, Columbus, Ohio 43215 614-645-8502 This plan can also be viewed at <http://www.development.columbus.gov>

ACKNOWLEDGEMENTS





TABLE OF CONTENTS

Executive Summary	2	<i>Maps</i>	
Purpose of Northwest Plan	4	<i>Northwest Planning Area</i>	3
Planning Process	4	<i>Land Use Concept</i>	7
Northwest Area Snapshot	5	<i>Residential Infill Development</i>	
Issues and Recommendations	6	<i>General Location of Subareas</i>	11
Overall Land Use Concept	8	<i>Potential Roadway Connections</i>	19
Development and Redevelopment	9	<i>Major Traffic Issues</i>	22
Residential Infill Development	9	<i>Sidewalk and Path</i>	24
Commercial Redevelopment	12	<i>Columbus Parks</i>	26
Urban Commercial Overlay	13	<i>Proposed Park/Preservation Locations</i>	28
Community Commercial Overlay	14		
State Route 161	15		
Roadway Improvements	15		
Land Use	17		
Mobility	21		
Vehicular	23		
Pedestrian and Bicycle	25		
Bus Service	25		
Recreation and Parks	27		
New Opportunities	29		
River Protection	30		
Implementation	31		
Development Review Checklist	32		
Get Connected	35		



EXECUTIVE SUMMARY

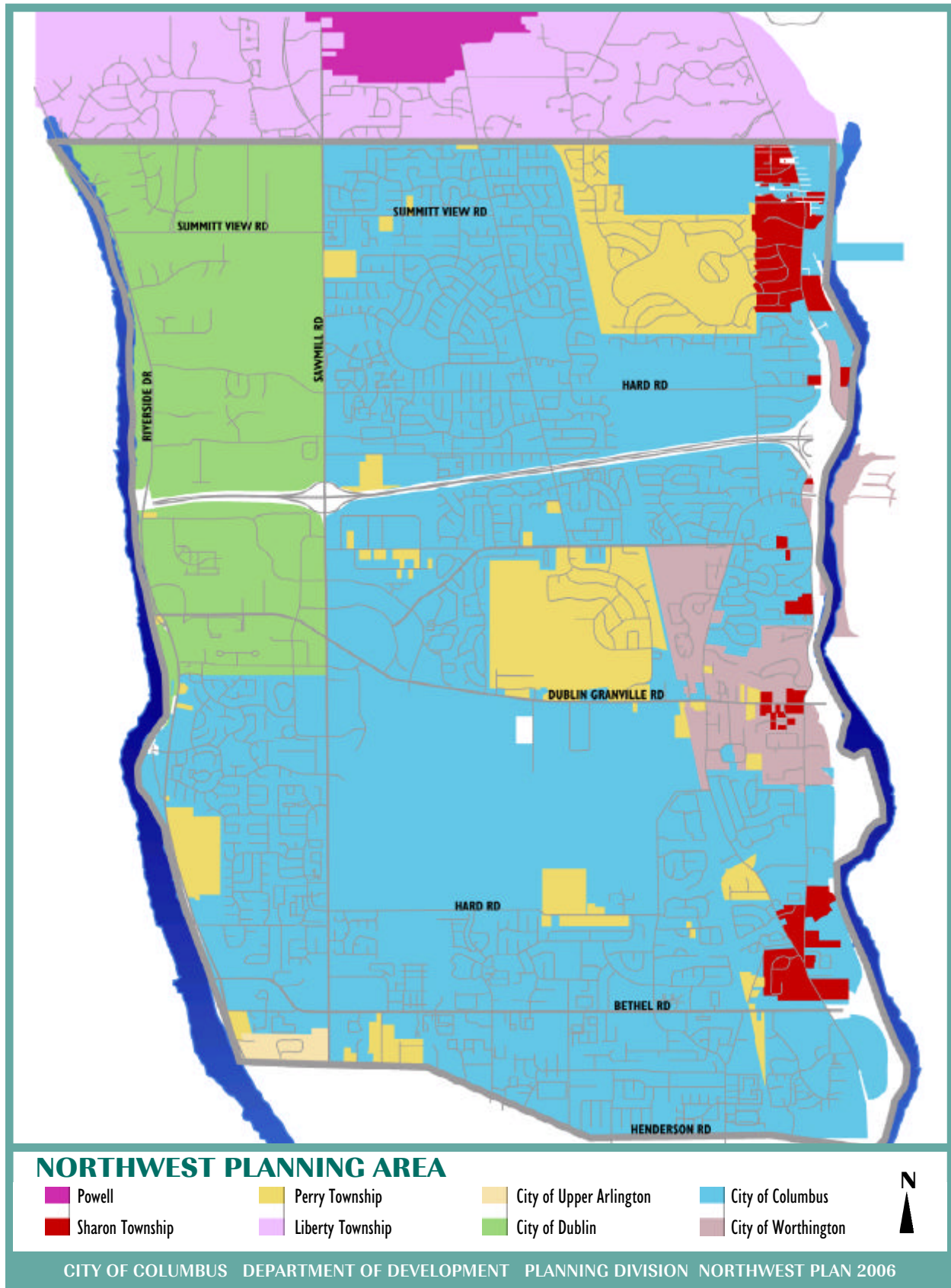
The *Northwest Plan 2006* is an update to the previous Northwest Plan adopted in 1991. The boundaries of the planning area are the Franklin-Delaware County line on the north, Scioto River on the west, Henderson Road on the south, and the Olentangy River on the east.

As illustrated on the accompanying map, there are several jurisdictions within the planning area. The plan is targeted at the Columbus portion of the area, with the understanding that regional cooperation is critical.

A majority of the area is developed with mature residential developments, major commercial corridors, and The Ohio State University Airport, which is a significant institutional use. Given the level of development, the main goal of the plan is to provide recommendations to increase the quality of life for residents, businesses and visitors.

Major recommendations center on the following themes:

- ◆ **Infill residential development** - ensuring that new development is compatible with the existing physical environment.
- ◆ **Commercial redevelopment** - providing development standards to increase the quality of commercial development as change occurs.
- ◆ **State Route 161 (SR 161)**- providing a clear concept to guide change in terms of roadway expansion and land use character.
- ◆ **Sidewalks and bike paths** - recommending a master plan to link residents to schools, parks, libraries and shopping.
- ◆ **Parks** - providing additional park space and preservation of natural resources.



PURPOSE OF NORTHWEST PLAN 2006

In 1991, Columbus City Council adopted a plan for the northwest area of the city. Since that time, the area has changed a great deal. In 1991 the area was growing rapidly and there were many tracts of land yet to be developed. In 2005, however, the area is almost entirely developed. The main goal of this plan is to provide recommendations and direction to improve the quality of life for residents, businesses, and visitors of the area.

DON SCOTT FIELD AIRPORT

The Don Scott Field Airport, operated by The Ohio State University (OSU) is located at the southeast corner of SR 161 and Sawmill Road.

The airport has not been directly addressed in this plan. OSU is currently conducting a process to address future airport expansion and noise generated by the airport. The process involves the airport, surrounding jurisdictions and community members.

PLANNING PROCESS

In early 2005, an advisory committee was established to help guide the development of the *Northwest Plan 2006*. The advisory committee consisted of representatives from the major civic associations, business interests, and government officials.

A series of meetings were held with the advisory committee to identify the major issues impacting the area. Additionally, a series of exercises were undertaken by the advisory committee to help identify preferred roadway and land use character/pattern along SR 161; identify major traffic issues; and to identify where sidewalks and bike paths are most needed in the area.

In addition to the advisory committee meetings, a public open house was held on September 21, 2005 to offer an opportunity for the larger community to provide feedback on the work of the advisory committee. The public open house included interactive displays where attendees could offer feedback on topics such as traffic issues, sidewalk and bike path locations, and the future of SR 161.

Following a review of the input from the public open house, the Columbus Planning Division drafted the plan. The plan was then distributed to the advisory committee for review and feedback.

After the advisory committee endorsed the plan, a final public open house was held on xxxx xx, 2006. This provided an opportunity for the larger community to review the plan's recommendations and to offer feedback.

The Northwest Civic Association, Far Northwest Coalition, and the Columbus Development Commission have endorsed the plan. Columbus City Council adopted the plan on xxxx.

MAJOR ISSUES IMPACTING THE AREA INCLUDE:

- ◆ Connectivity between residential areas and schools, parks, libraries, and shopping
- ◆ Vehicular traffic
- ◆ Infill development
- ◆ Lack of open/recreation space
- ◆ Future roadway and land use pattern/character along SR 161

NORTHWEST AREA SNAPSHOT

The northwest area is mainly residential in nature. Commercial development is concentrated along major corridors, such as, Sawmill, Bethel and Henderson roads.

Below is a snapshot of the population characteristics of the northwest area. Data was obtained from the United States Census website using census tracts and block groups.

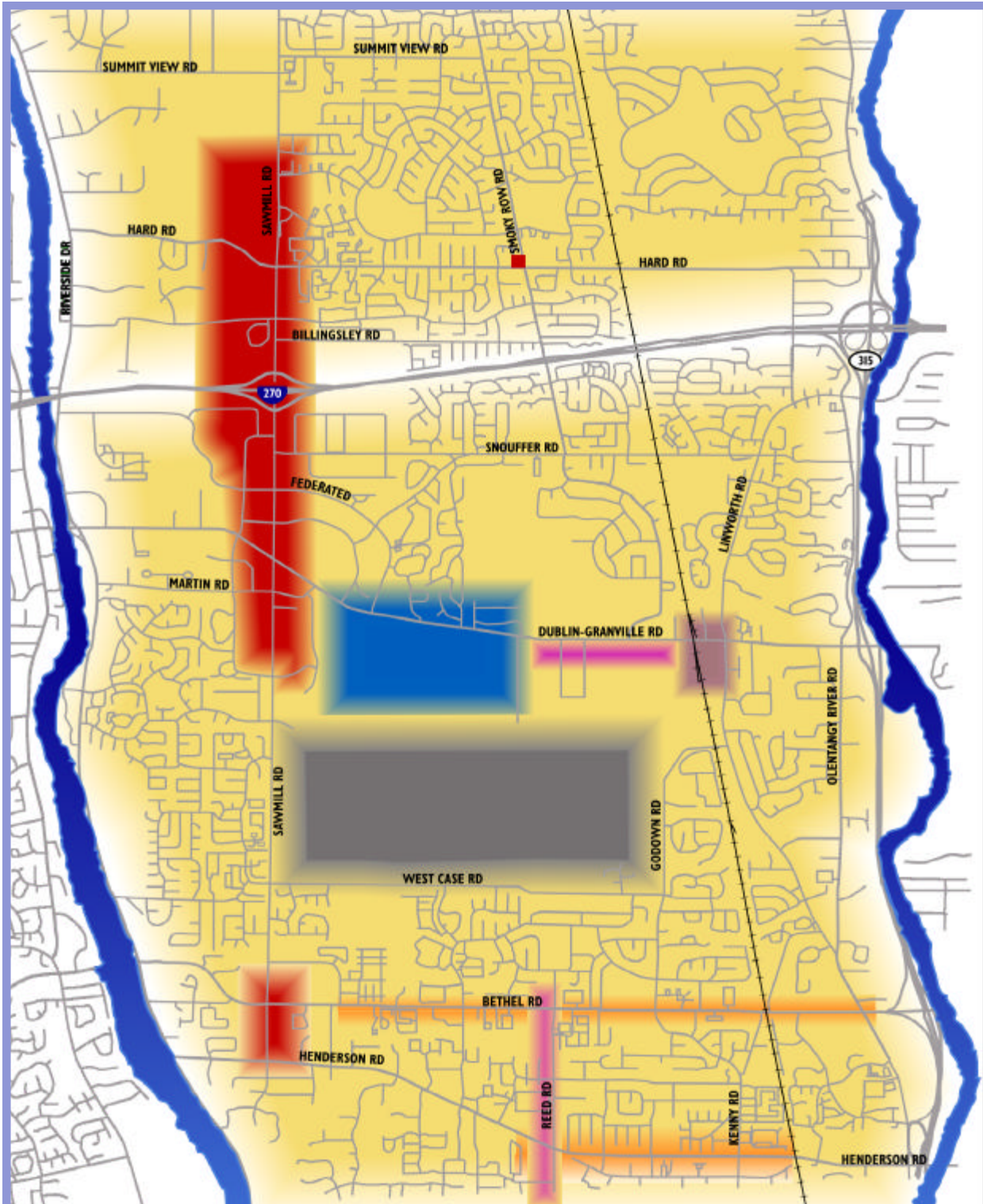
	1990	2000	CHANGE	
			NUMBER	PERCENT
Total Population	67,896	75,893	8,000	11.7%
Total Housing Units	30,118	34,524	4,406	14.6%
Average Family Size	2.86	2.84	-0.02	-0.7%
% Owner Occupied Housing	51.10%	53.99%		2.89%
% Renter Occupied Housing	48.90%	46.01%		-2.89%
% Vacant Housing	6.58%	3.93%		-2.65%



ISSUES AND RECOMMENDATIONS

OVERALL LAND USE CONCEPT

Most issues and concerns impacting the northwest area focus on land use because it impacts all types of mobility and has a major impact on the character and quality of the area. An overall land use concept is important to set the stage on what should be preserved and what will change over time.



LAND USE CONCEPT

- | | | | |
|--|--|---|---|
| Residential | Retail mixed with residential | Mixed-Use small-scale retail centered | Small office/service |
| Retail | Mixed-Use employment centered | Airport and university uses | |



CITY OF COLUMBUS DEPARTMENT OF DEVELOPMENT PLANNING DIVISION NORTHWEST PLAN 2006

OVERALL LAND USE CONCEPT

- ♦ **RESIDENTIAL.** Preserve existing residential areas.
 - ♦ Existing residential areas include single-family and multi-family units. Encourage the mix of units and also encourage other types of residential product, such as senior housing, where appropriate. Senior housing should be located in areas where services and amenities exist or are planned. These services and amenities include sidewalks, retail/services, and recreation space.
 - ♦ Uses that support residential areas include parks, schools and libraries. These uses should continue and should be better linked to the residential areas by sidewalks and bike paths.
- ♦ **RETAIL.** Retail uses should be concentrated on:
 - ♦ Sawmill Road from Cranston/Reflections Drive north to Saltergate.
 - ♦ Intersection of Bethel and Sawmill roads.
 - ♦ Scattered sites along Bethel and Henderson roads.
 - ♦ Expect redevelopment of sites in the future as competition increases and tenants change.
 - Apply the *Regional Commercial Overlay* to improve quality of development standards.
 - Encourage a mix of uses, internal road network and vehicular and/or pedestrian connections to surrounding area.
 - ♦ Example development sites:
 - Olde Sawmill Shopping Center.
 - New Market Mall.
- ♦ **SR 161.** Expect development pressure along SR 161 from Federated Boulevard to Linworth Road.
 - ♦ Do not support the development of additional regional retail uses along this corridor. Uses should be compatible with surrounding residential areas and must also take into consideration the proximity of the airport, especially flight paths.
- ♦ Development must be timed with roadway improvements. Community support for widening the road has been expressed. Concern has been raised that development will proceed before the roadway is improved or that the development will not be compatible with the improvements. These concerns must be addressed immediately and an improvement plan must be initiated by the city in cooperation with surrounding local governments, the Ohio Department of Transportation and the Mid Ohio Regional Planning Commission.
- ♦ Apply the *Urban Commercial Overlay* to improve development standards for future development near the Linworth Road intersection.
- ♦ Example redevelopment sites:
 - OSU Property - Mixed Use Concept
 - OSU Property - University Related Uses
 - Linworth Area - Town Center Concept
 - Area near railroad tracks - New Neighborhood Concept
 (See pages 17-20 for further details)



DEVELOPMENT AND REDEVELOPMENT

RESIDENTIAL INFILL DEVELOPMENT

For the most part the residential areas within the northwest are fully developed with a mixture of single-family and multi-family units. However, throughout the area there are pockets of undeveloped land.

ISSUES

- ♦ *Development proposals are not always compatible with the surrounding area in terms of density.*
- ♦ *Small infill development proposals often do not require a traffic impact study.*

RECOMMENDATIONS

- ♦ **CONSISTENT AND COMPATIBLE.** Infill sites should develop in a manner that is consistent and compatible with the surrounding area. This is in terms of land use and density.
- ♦ **OVERLAY.** If a planning overlay is applied to a portion of the area, then as land is annexed, the overlay should be applied to the newly annexed area.
- ♦ **TRAFFIC IMPACTS.** Broaden the scope in terms of determining traffic impacts from development. For instance, if there are multiple infill development sites in close proximity, consider all developments together to determine the level of traffic impacts.
- ♦ **CONNECTIONS.** Provide connections to surrounding area.



SUBAREAS

East side of Riverside Drive north of Case Road and south of Cranston Drive

- ◆ This subarea is developed with single-family homes on estate-sized lots on an embankment overlooking the Scioto River. The majority of the lots range in size from four- to six-acres.
- ◆ Most of the area is located outside the city of Columbus in Perry Township. The recommendations for this area only apply if the land is annexed to the city of Columbus.
- ◆ Adjacent development consists of single-family subdivisions on the north and east, land zoned for multi-family development on the south, and Riverside Drive, parkland and the Scioto River on the west.

RECOMMENDATIONS

- ◆ **PRESERVATION.** Support the preservation and retention of the existing single-family homes on estate-sized lots as the most appropriate long-term land use of this subarea.
- ◆ **DEVELOPMENT STANDARDS.** Require that future, single-family development and redevelopment of the area maintain the established, deep set backs from Riverside Drive, the one hundred thirty (130)- to two hundred forty (240)- foot lot frontages, and two-acre minimum lot sizes.
- ◆ **CURB CUTS.** Prohibit additional curb cuts and roadway access to this area.

Olentangy River Road, south of Antrum Park to just north of Bethel Road intersection

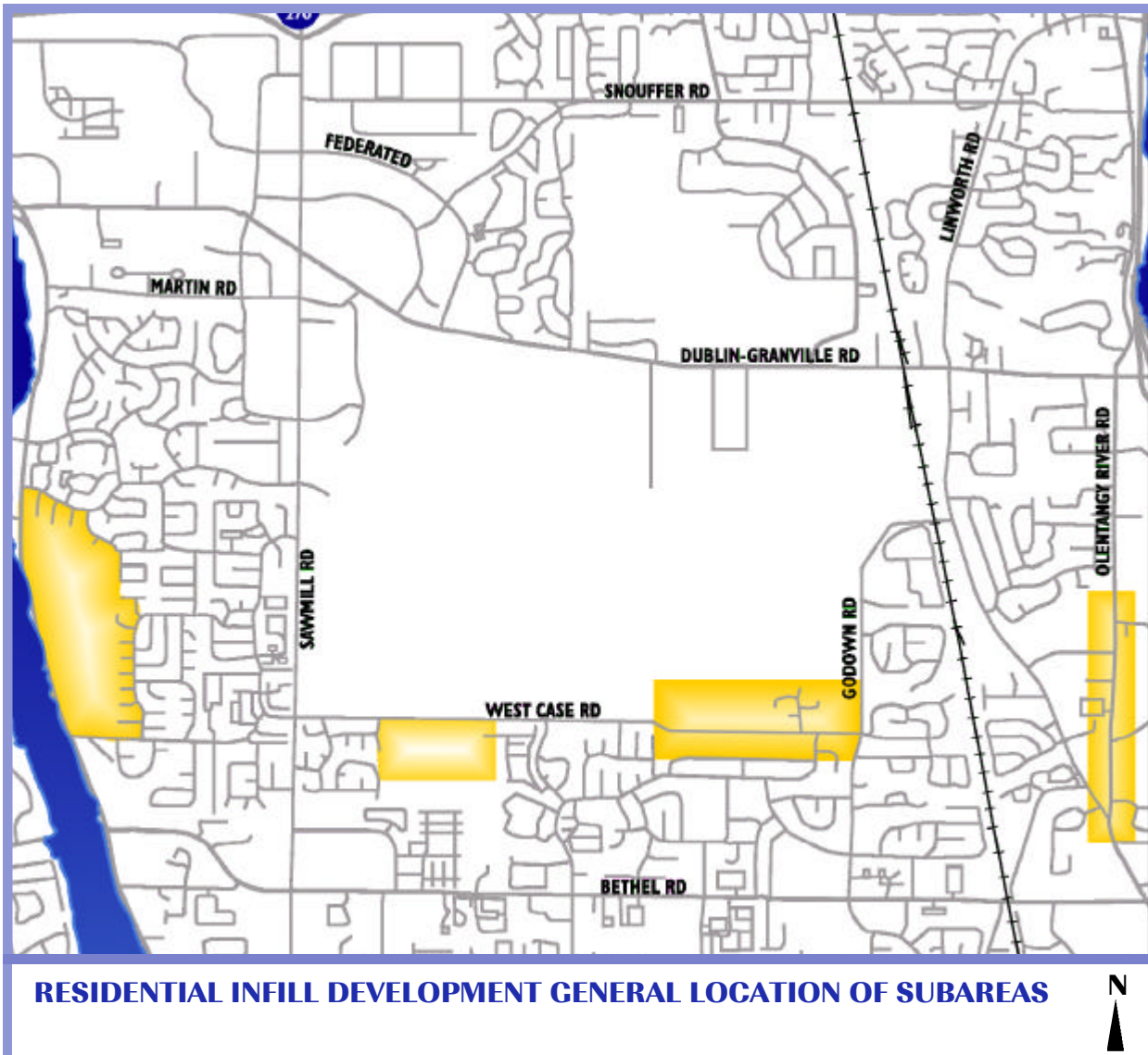
- ◆ This area is mainly developed with single-family homes. There are also a few condominium developments. Zoning districts include RRR, LRR, RR, R-1, and PUD 6. Lot sizes range from approximately quarter-acre to over one-acre in size.
- ◆ Most of the subarea is located within Columbus; however, some properties are located in Sharon Township.

- ◆ Residents of the subarea are concerned with recent zoning proposals for development within the city of Columbus. Concerns deal with density, lack of open space, and diminishing the natural and scenic feel of the area.

RECOMMENDATIONS

- ◆ **QUALITY AND CHARACTER.** Future development should be analyzed based on its impact to the quality and character of the area.
- ◆ **DENSITY.** Support residential density to no more than three units per acre.
- ◆ **OPEN SPACE.** Inclusion of open space and the preservation of natural and scenic areas should be a part of any future development. Consider development that clusters lots if this allows more natural scenic land to be preserved.





CITY OF COLUMBUS DEPARTMENT OF DEVELOPMENT PLANNING DIVISION NORTHWEST PLAN 2006

West Case Road between Sawmill and Godown roads

- ◆ This subarea is currently developed with a mix of single-family and multi-family developments on the south side of West Case Road and uses associated with OSU on both the north and south side of the road. There is also an area developed with single-family homes on one- to two- acre lots that is located in Perry township.
- ◆ Development pressure is likely to intensify in the coming years for the land owned by OSU and the area in Perry township.

RECOMMENDATIONS

- ◆ **OSU LAND.** OSU to work closely with the community as plans for its non-airport land may change over time. Infill residential is appropriate for the OSU-owned parcel on the south side of the road.
- ◆ **COMPATIBILITY.** Support new development that is compatible with existing single-family development that is located south of West Case Road. The existing single-family developments are mainly zoned R-1 but there are also a couple areas zoned R and RR.

COMMERCIAL REDEVELOPMENT

The major commercial corridors in the northwest area include Sawmill, Bethel, and Henderson roads. These corridors have seen commercial development occur over the last ten to 15 years. But as retail development continues to expand into other suburban areas - following residential - additional market pressure will be applied to the Northwest area.

ISSUE

- ♦ *As competition from surrounding areas increases, the commercial corridors may feel pressure over the next several years. Redevelopment of commercial centers is likely to occur.*

RECOMMENDATIONS

- ♦ **APPLY PLANNING OVERLAYS TO THE MAJOR COMMERCIAL CORRIDORS.** Planning overlays require specific development standards, such as setbacks, landscaping, and lighting, for any new development or major redevelopment. (see page 13 for further details on the *Regional Commercial Overlay*).
- ♦ **CONNECTIONS.** As large commercial sites redevelop, look for ways to recreate the site to achieve better connections to the surrounding area, especially to residential areas. Amenities could include sidewalk/ bike path connections.
- ♦ **INTERNAL CIRCULATION.** Provide internal circulation with any redevelopment. Do not create new curb cuts.
- ♦ **MIXED-USE.** Promote sites appropriate for mixed-use. Uses could include retail, office, service-oriented businesses, residential, and open/recreation space.
- ♦ **RESIDENTIAL.** Introduce residential uses where appropriate along commercial corridors. Bethel Road is a good example of higher density residential along a commercial corridor.
- ♦ **DEVELOPER CONTRIBUTIONS.** Work with developers to fund needed infrastructure improvements. This can be in the form of tax increment financing or direct contributions. Use Pay as We Grow program as a model.

EXAMPLES

- ♦ **Olde Sawmill Shopping Center.** This center will most likely see a change due to the relocation of the Kroger store to Dublin. Redevelopment of the center must be sensitive to the surrounding residential area. Create a development that is easily accessed from the residential area. Consider mixed-use as retail competition is increasing along corridor.

- ♦ **New Market Mall.** This center has reinvented itself since being built. No longer is it a mall with numerous users but it now contains fewer larger uses. A fitness center has been operating within a large part of the mall for several years. It has been very successful but competition may become an issue in coming years. Support the expansion of the gym and promote other uses in and surrounding the mall that are compatible with a gym, such as fitness apparel store or health food store/restaurant.



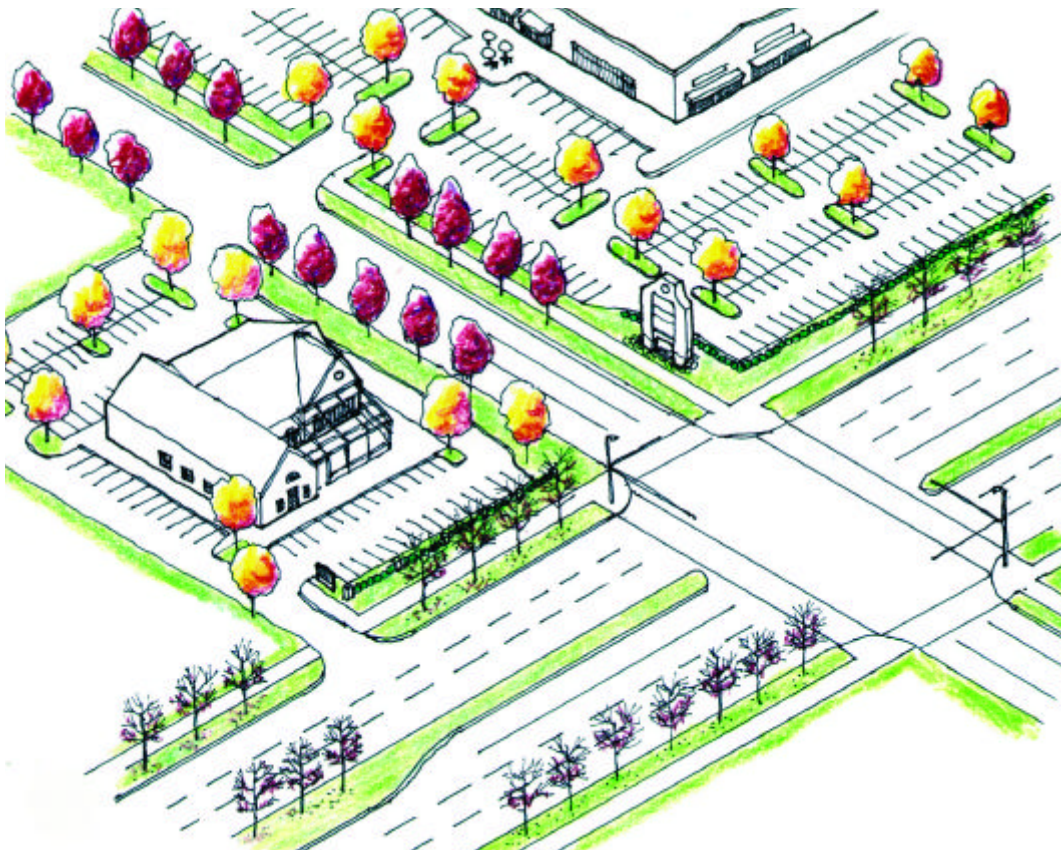
REGIONAL COMMERCIAL OVERLAY (RCO)

The RCO is a tool that was included into the Columbus Zoning Code in 2002.

- ♦ Standards help create a safe, aesthetically pleasing, economically viable, and pedestrian friendly atmosphere along major commercial corridors.
- ♦ RCO is applicable to corridors that typically have
 - vehicular-oriented architecture
 - large off-street parking lots
 - building setbacks greater than thirty (30) feet
 - strip-commercial land uses
 - lot sizes greater than 0.5 acre
- ♦ RCO provides standards for
 - building and parking setbacks
 - landscaping and screening
 - vehicular and pedestrian access
 - site lighting
 - is typically paired with the application of a Special Graphics Control Area to provide standards for graphics

RECOMMENDATIONS

- ♦ **APPLY THE RCO TO SAWMILL ROAD FROM CRANSTON/ REFLECTIONS DRIVE TO SALTERGATE ROAD.** This area is currently developed with auto-oriented retail and services. The average building setback is one hundred (100) feet.
- ♦ **APPLY THE RCO TO BETHEL ROAD FROM SAWMILL TO OLENTANGY RIVER ROAD.** This corridor is development with a mix of auto-oriented retail and services and residential, mainly multi-family. The overlay would apply only to the commercial areas. The average building setback along Bethel Road is sixty-five (65) feet.
- ♦ **DEVELOP SPECIAL GRAPHICS CONTROL AREAS FOR BOTH SAWMILL AND BETHEL ROADS.** This will provide consistency and a unique look for the area.



URBAN COMMERCIAL OVERLAY (UCO)

The UCO is a tool that was included in the Columbus Zoning Code in 1999.

- ♦ Standards help to protect, re-establish and retain the unique architectural and aesthetic characteristics of older, urban commercial corridors.
- ♦ UCO is applicable to corridors that typically have:
 - Pedestrian-oriented architecture
 - Building setbacks ranging from zero to ten (0-10) feet
 - Rear parking lots
 - Commercial land uses

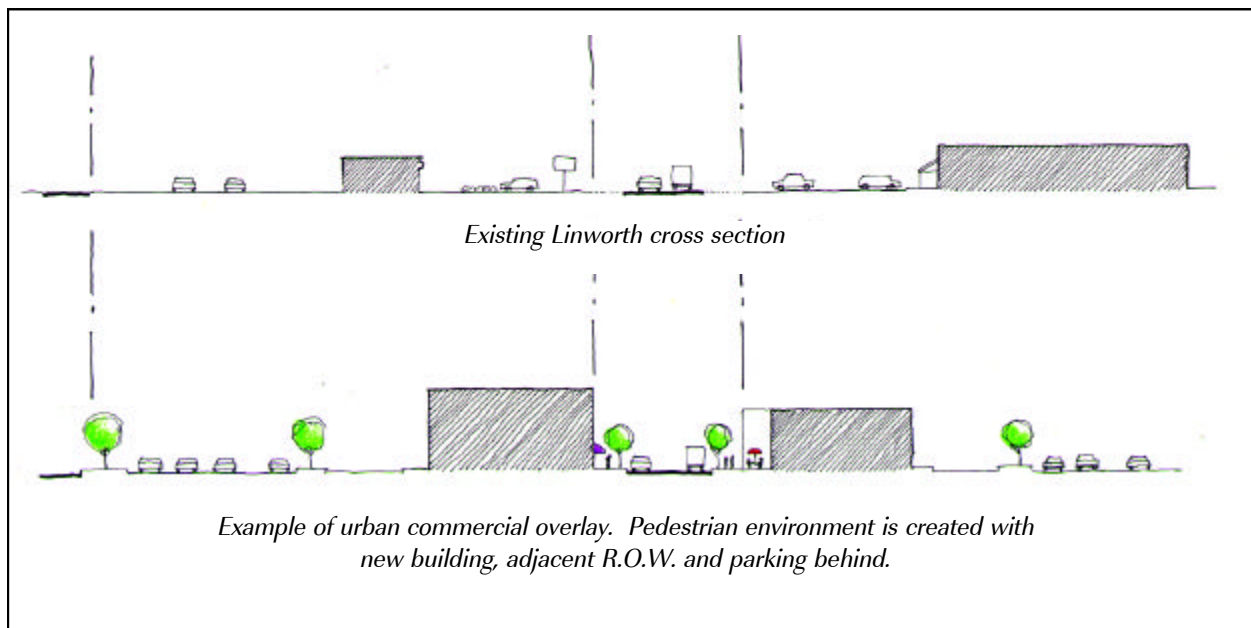
- Lot sizes smaller than 0.5 acre

- ♦ UCO provides standards for:

- Building and parking setbacks
- Design
- Site lighting
- Parking and circulation

RECOMMENDATION

- ♦ **SR 161.** Apply the UCO to SR 161 near the Linworth Road intersection.



SR 161

Specific focus on State Route 161 from Sawmill Road to State Route 315 is necessary due to the high potential for change. This change will come in terms of road widening and land use. The opportunities and constraints impacting the corridor will help shape the future of the area.

Opportunities facing the corridor:

- ♦ *Land is available for development and redevelopment. The community can help shape the use and design.*
- ♦ *A large amount of undeveloped land is under control of one property owner, The Ohio State University.*

- ♦ *The opportunity to create an east-west pedestrian and bicycle corridor by linking existing pathway systems.*
- ♦ *The opportunity to create a “place” through redevelopment of Linworth.*

Constraints facing the corridor:

- ♦ *Traffic congestion, particularly at intersections.*
- ♦ *Coordinating roadway improvements with development along the corridor.*
- ♦ *Railroad crossing - traffic buildup, safety, and cost of grade separation.*

ROADWAY IMPROVEMENTS

SR 161 is currently a two-lane road with turn lanes at major intersections. Drainage is handled through open swales and no sidewalk or path system exists, except a small segment within the city of Worthington.

Widening the roadway has been discussed over the last ten years. The main issue that has stalled the widening project is gaining consensus among local jurisdictions as to the number of lanes that should be constructed. The debate has centered on whether the road should be widened to three lanes or five lanes.

The approach taken in this plan is to offer a community perspective that can be carried over to a detailed traffic analysis. A detailed traffic analysis is necessary to determine the final improvements needed.

The Advisory Committee participated in a visual preference survey regarding SR 161. A summary of the results as it pertains to the roadway follows:

- ♦ Three-lane arterial ranked the highest in the “character of roadway” category.
- ♦ Multi-purpose path and underground utilities ranked the highest in the “character of right-of-way” category. Street trees also had a positive score.

Feedback was also received at a public open house:

- ♦ Three-lane roadway received the most votes.
- ♦ Pedestrian and bicycle paths also received strong support.



ROADWAY IMPROVEMENTS

ISSUE

- ◆ *SR 161 needs to be improved to address traffic congestion problems, especially at major intersections and the railroad.*
- ◆ *Pedestrians and bicyclists need to be accommodated along the roadway.*
- ◆ *Funding for improvements needs to be available.*

RECOMMENDATIONS

- ◆ **TRAFFIC ANALYSIS/STUDY.** Initiate a detailed traffic analysis for improvements to SR 161. The following should serve as a guideline for the analysis:
 - The study should be initiated by the city of Columbus. A multi-jurisdictional approach should be taken. The involvement of the city of Worthington and OSU are important.
 - The community must be involved during all stages of the project.
 - Different levels of improvements should be analyzed. The levels should include:
 - ◆ Impacts of strategic improvements, such as intersection widening, lengthening of turn-lanes, and a railroad grade separation.
 - ◆ Widening the road to three-lanes from Sawmill Road to SR 315. This scenario must be coupled with an access management study and extension of the existing street network to alleviate pressure on SR 161.
 - ◆ Widening the road to five-lanes from Sawmill Road east to accommodate development on the OSU land. The road would then taper as you approach Linworth Road.
 - ◆ Widening the road to five-lanes from Sawmill Road to Flora Villa Drive and widening east of Flora Villa Drive to three-lanes. This scenario will accommodate the city of Worthington's preference for not widening the roadway east of Flora Villa Drive to no more than three-lanes.



Three-lane road

Two moving lanes of traffic with one center turn lane.



Five-lane road

Two moving lanes of traffic with one center turn lane.



Five-lane road with landscaped median

Two moving lanes of traffic in each direction with one center turn lane. Landscaped median located where the turn lane is not necessary.

- ◆ Widening the road to five lanes from Sawmill Road to SR 315. Five lane section should be considered with and without a landscaped median.
- Regardless of the final road widening solution, an eight to twelve (8-12) foot wide multi-purpose path and street trees along both sides of SR 161 should be incorporated into the final design.

LAND USE

The pattern and character of land use along SR 161 impacts the quality of the roadway. SR 161 presents the greatest opportunity for land use change as compared to the rest of the Northwest area.

The current land use pattern along SR 161 from Sawmill Road to SR 315 consists of:

- ◆ Large regional retail uses from Sawmill Road to Federated Boulevard.
- ◆ Multi-family development located on the north side of SR 161 just east of Federated Boulevard, including senior housing.
- ◆ Single family development located on the north side of SR 161 just east of the multi-family development.
- ◆ Private golf course/open space.
- ◆ The Ohio State University Airport and other University owned land along the south side of the road, which is principally undeveloped at this time.
- ◆ Religious uses, mainly on the north side of the road.
- ◆ Scattered office and service-oriented businesses on both sides of the road.
- ◆ Small retail, restaurants and gasoline stations located near the Linworth Road intersection - a remnant of a historic crossroads community.
- ◆ Multi-family and single-family developed within the city of Worthington east of Linworth Road.

The Advisory Committee participated in the visual preference survey. The purpose of the survey was to rank the group's visual preferences of a variety of land use types. The results are as follows:

- ◆ Land uses that received a positive group score:

- Agriculture
- Pedestrian-oriented retail
- Low-density single family
- Medium-density single family
- Research park
- Small scale town center
- Small office
- Transit-oriented development

- ◆ Land uses that received the lowest group scores:

- Industry
- High-density mixed use
- Airport hanger
- Large retail
- High-density single family

This land use information was also presented at the public open house. Attendees were asked to vote on the land uses that received a positive score from the Advisory Committee. The top three land uses were:

- Research Park
- Small-scale town center/pedestrian-oriented retail
- Low-density single family

Both the Advisory Committee and the public open house attendees also indicated a strong preference for public open space to be created near the SR 161 corridor.



ISSUES

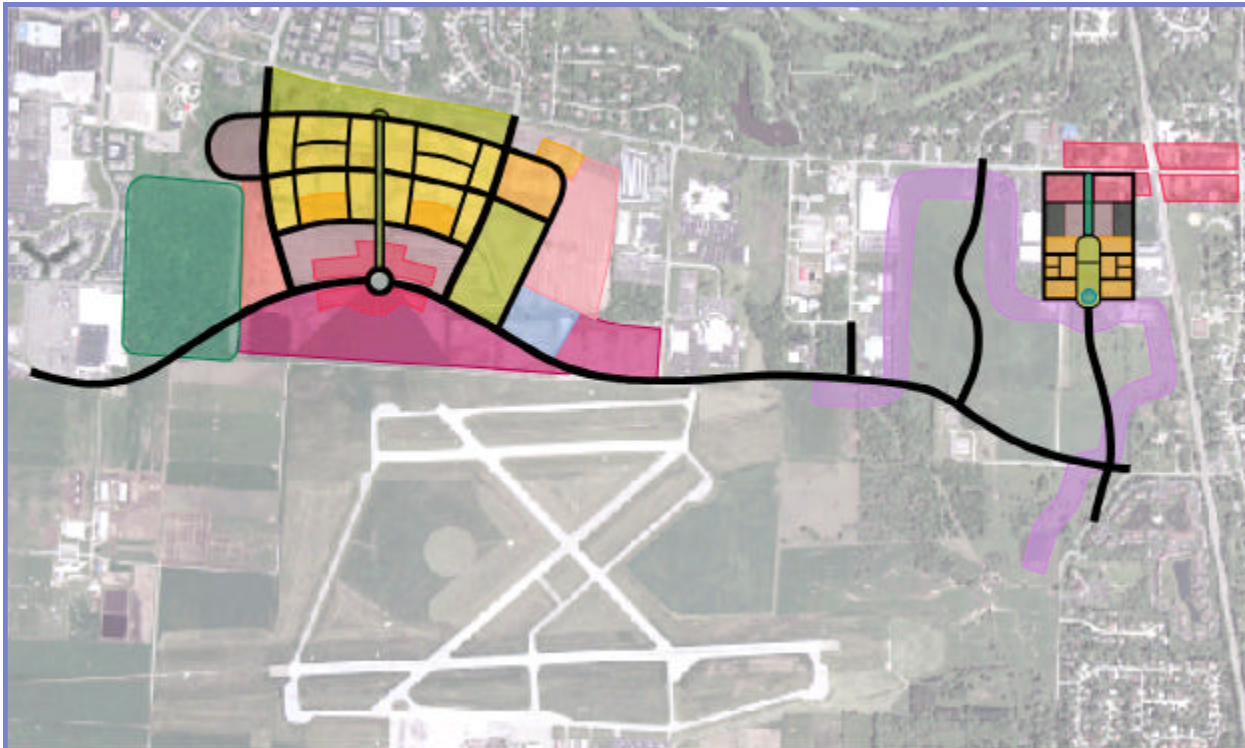
- ◆ *Areas, mainly along the south side of the road, are ripe for redevelopment. These areas include University-owned land, properties near the Linworth Road intersection, and the area adjacent to the railroad.*
- ◆ *A concern that land use decisions will be made separate from roadway improvement decisions.*
- ◆ *A lack of public open space around the SR 161 corridor.*

RECOMMENDATIONS

- ◆ **REGIONAL RETAIL USES.** Limit large retail uses and auto-oriented commercial centers to the area between Sawmill Road and Federated Boulevard.
- ◆ **EXISTING RESIDENTIAL.** Preserve existing residential uses.
- ◆ **TIMING OF ROADWAY IMPROVEMENTS.** Concern has been raised that development will proceed before the roadway is improved. This concern must be addressed immediately and an improvement plan must be initiated by the city in cooperation with surrounding local governments, the Ohio Department of Transportation and the Mid Ohio Regional Planning Commission.
- ◆ **OSU PROPERTY - MIXED USE CONCEPT.** Work with The Ohio State University to develop a master plan for the land available for development -- approximately 240 acres north of the airport near the Federated Blvd. intersection with SR 161. Public participation must be a component of the process. The following should be considered during the master plan process:
 - Development must be timed with roadway improvements.
 - Strive to create a mixed use development. Uses to consider include:
 - ◆ Mix of residential products -- multi-family, single family and senior housing



- ◆ Office-- proximity to airport could be a catalyst for unique corporate office campus
 - ◆ Public open space
 - ◆ Limited amount of community-scale commercial uses.
- Most of the area is currently zoned under the manufacturing district. In concert with the master development plan, rezone the area to more suitable zoning classifications. A rezoning of the land will also require park land to be established under the Parkland Dedication Ordinance.
- Incorporate at least 20% of public open space into the master development plan. The scenario could be one in which OSU donates the land and the city develops and maintains the park.
- Coordinate with future roadway improvements. This includes setting land aside and/or privately constructing a multi-purpose path along the length of the property along SR 161.



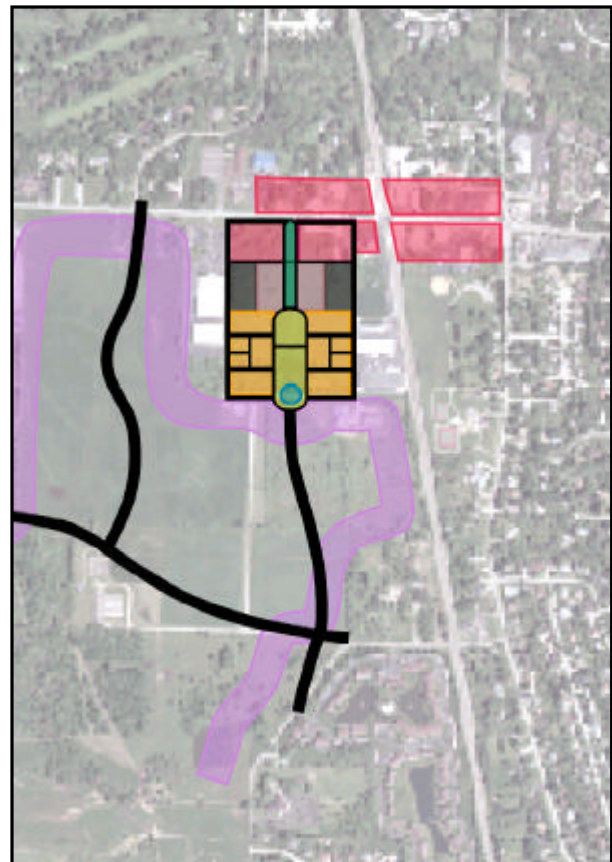
POTENTIAL ROADWAY CONNECTIONS/LAND USE PATTERN



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- Limit the number of curb cuts along SR 161. Provide an internal circulation plan. Connect to surrounding street network.
- Maintain deep setbacks along SR 161 to preserve the existing open atmosphere through this section of the corridor.
- Create standards for new development. This could come in the form of applying an existing overlay, such as the *Community Commercial Overlay*, or developing a set of standards specific to this site. The standards should address setbacks, landscaping, signage, and building materials/ design. These standards could be applied to the site during the rezoning process.
- ♦ **UNIVERSITY-RELATED DEVELOPMENT.** OSU currently owns approximately 50 acres on SR 161 just to the west of the railroad tracks. OSU is considering developing this piece with university-related uses. As plans move forward, the following should be considered:
 - Limit access to SR 161 by providing and/or linking to an internal road network.
 - Coordinate with future roadway improvements. This includes setting land aside and/or privately constructing a multi-purpose path along the length of the property along SR 161.
 - Consider developing a portion of the site with business incubator uses to help stimulate economic development.

- ♦ **LINWORTH TOWN CENTER.** Develop a pedestrian-oriented town center near the Linworth intersection. The following principles should guide future development:
 - Development must be timed with roadway improvements. Consider the impact of widening the roadway and creating a railroad separation. Preliminary analysis indicates that widening the roadway to three lanes will have minimal impact on existing businesses. However, widening the roadway to five lanes will impact some existing businesses.
 - Small scale retail and service oriented business should locate along SR 161 at the Linworth intersection. These uses should be pedestrian-oriented and serve as a new town center for the area.
 - Apply the *Urban Commercial Overlay* (see page 14) to provide standards for new development.
- ♦ **NEW NEIGHBORHOOD.** Development of the area near to the railroad. Support residential development south of SR 161 adjacent to the railroad tracks. The development of this area should be compatible and complementary with the town center concept for the Linworth Road intersection area. A mix of residential products should be considered and the design should create a walkable neighborhood with pedestrian connections to the proposed town center at Linworth Road.
 - Development must be timed with roadway improvements.
 - Work with COTA on a design that will accommodate the possibility of a future transit stop along the railroad.



MOBILITY

Whether by car, foot, or bicycle getting around the northwest area can sometimes be challenging. The rapid growth of the residential and commercial areas has led to traffic congestion and areas that are not connected by sidewalks and paths.

Additionally, the area has very limited bus service. Some major corridors, such as Sawmill Road, lack bus service.

The Advisory Committee completed an exercise to identify major mobility issues. The public open house also offered opportunities for the community to identify major problem areas.



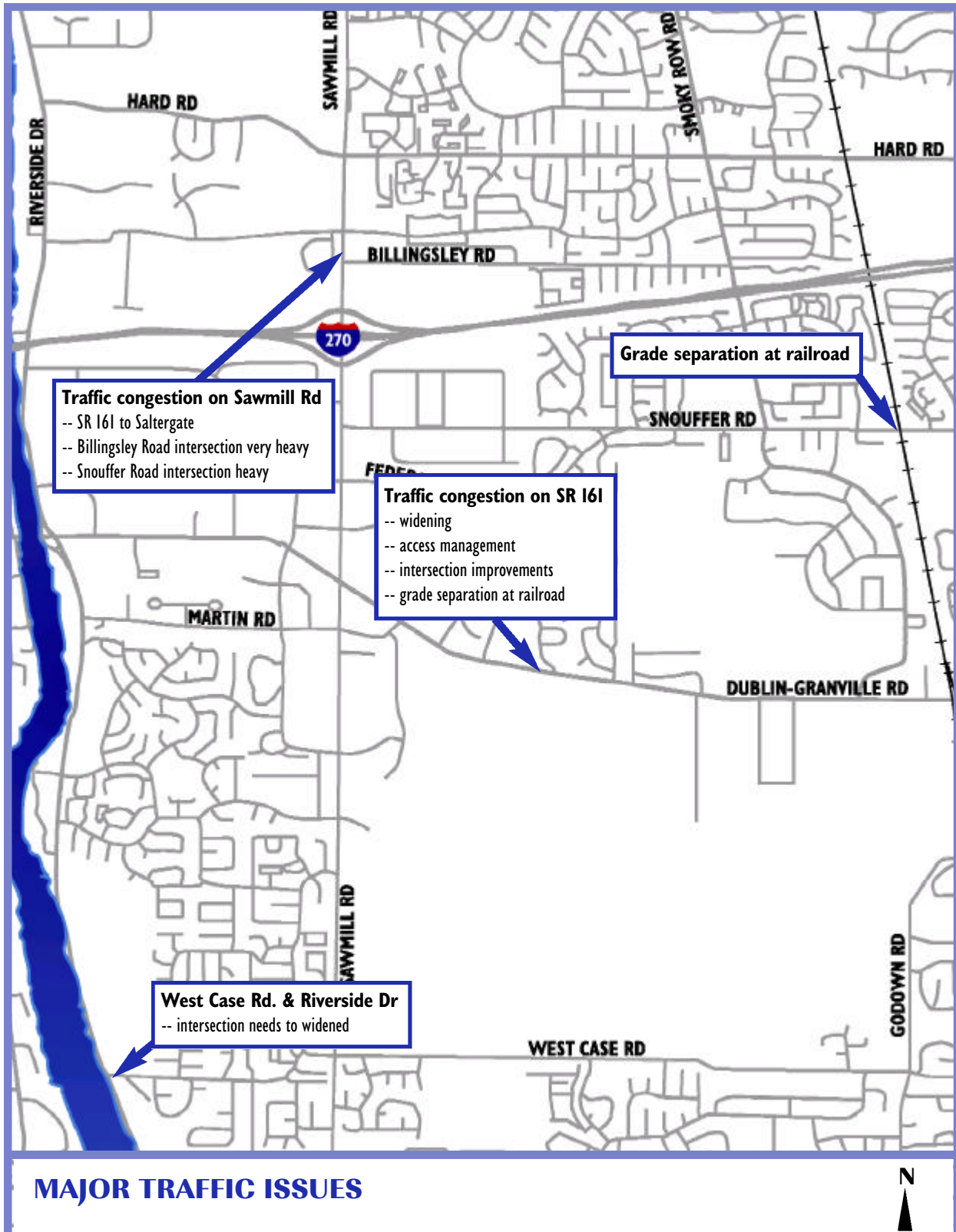
Heavy traffic along arterial roadway.



Commercial area with no sidewalk access.



Collector road without sidewalks or safe place to stand at bus stop.



VEHICULAR

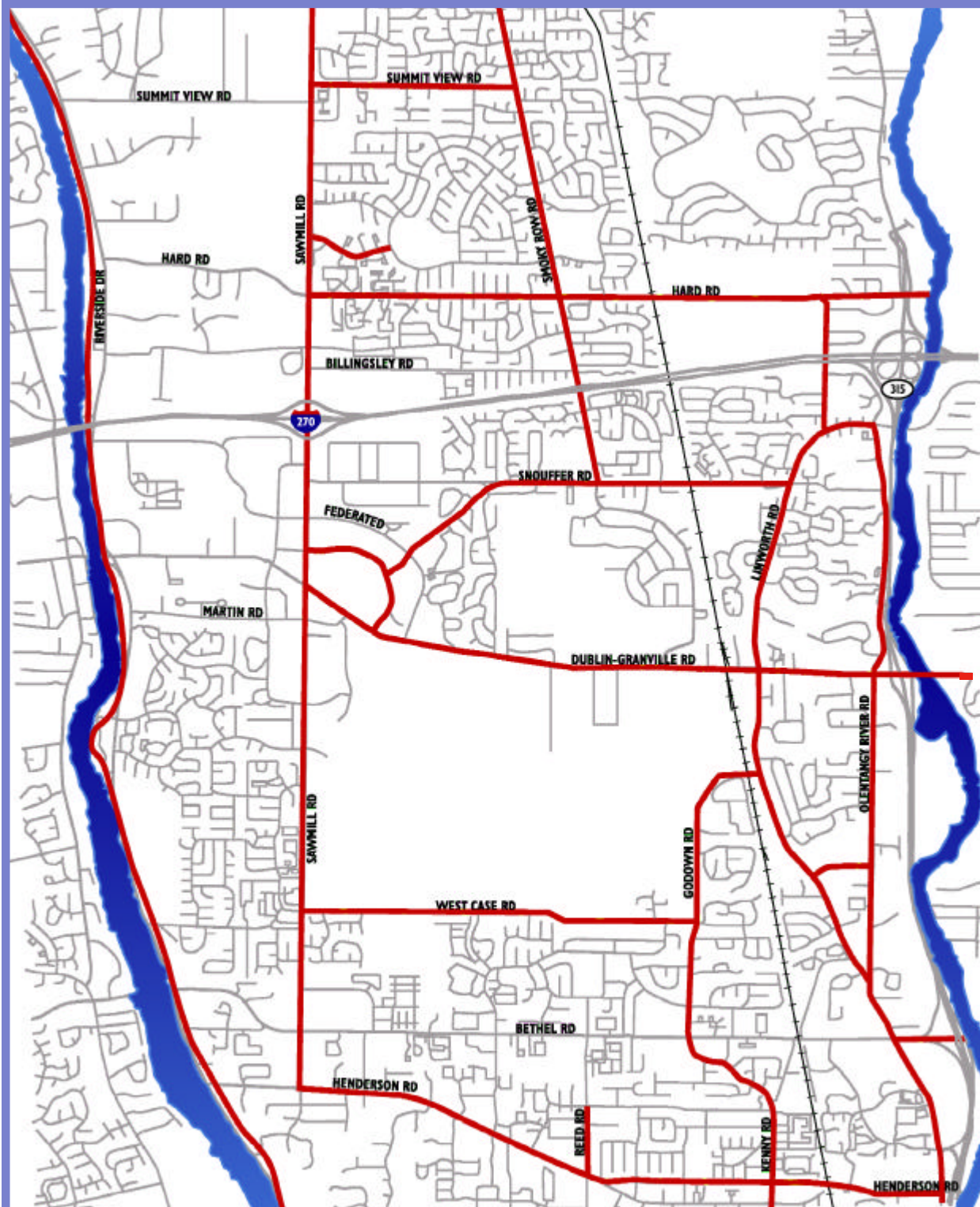
ISSUES

- ◆ *Traffic congestion impacts the quality of life for residents, business owners and visitors of the northwest area.*
- ◆ *Traffic improvements need to be tied to land use decisions and plans.*
- ◆ *Railroad crossings cause traffic congestion and safety concerns at several locations in the northwest area.*

RECOMMENDATIONS

- ◆ **ACCESS MANAGEMENT.** Require access management plans with all new development. The access management plan would control the amount and spacing of new curb cuts, and require sites to be connected via cross-access, easements and internal roads where feasible, in order to create an internal circulation pattern.
- ◆ **RAILROAD GRADE SEPARATIONS.** Construct grade separations at SR 161 and Snouffer Road. Priority should be given to constructing a grade separation at SR 161. Re-evaluate the need of grade separation at Snouffer Road after grade separations are complete at Hard Road and SR 161.
- ◆ **UTILIZE REGIONAL APPROACH.** Regional approach with roadway studies and improvements.
- ◆ **COMMUNITY INVOLVEMENT.** Involve the community before and during major improvement projects.





SIDEWALK AND PATH PLAN

— Sidewalk and path



CITY OF COLUMBUS DEPARTMENT OF DEVELOPMENT PLANNING DIVISION NORTHWEST PLAN 2006

PEDESTRIAN AND BICYCLE

Many of the residential areas of the northwest have sidewalks. What is missing is linking these sidewalks to pedestrian and bicycle paths along connector and arterial roadways.

The priority is to link people to activity centers such as:

- ♦ Schools
- ♦ Parks
- ♦ Libraries
- ♦ Shopping and services

ISSUES

- ♦ *In many circumstances, people are limited to driving vehicles to get to nearby schools, parks, libraries, shopping and services. This especially impacts the elderly and the young.*

RECOMMENDATIONS

- ♦ **IMPLEMENT THE PROPOSED SIDEWALK/PATH PLAN.** Priority locations include SR 161, Sawmill Road, Smoky Row Road, Hard Road, Snouffer Road, West Case Road, Olentangy River Road, and Godown Road.
- ♦ **LINKAGES.** Provide appropriate linkages to existing or planned sidewalks/paths in new developments.
- ♦ **ROADWAY IMPROVEMENTS.** Include pedestrian and bicycle amenities in all roadway improvements, such as sidewalks, bike paths, bike lanes and multi-purpose paths.
- ♦ **REGIONAL APPROACH.** Work with surrounding jurisdictions to identify potential connections to their pedestrian and bicycle system.

TRANSIT SERVICE

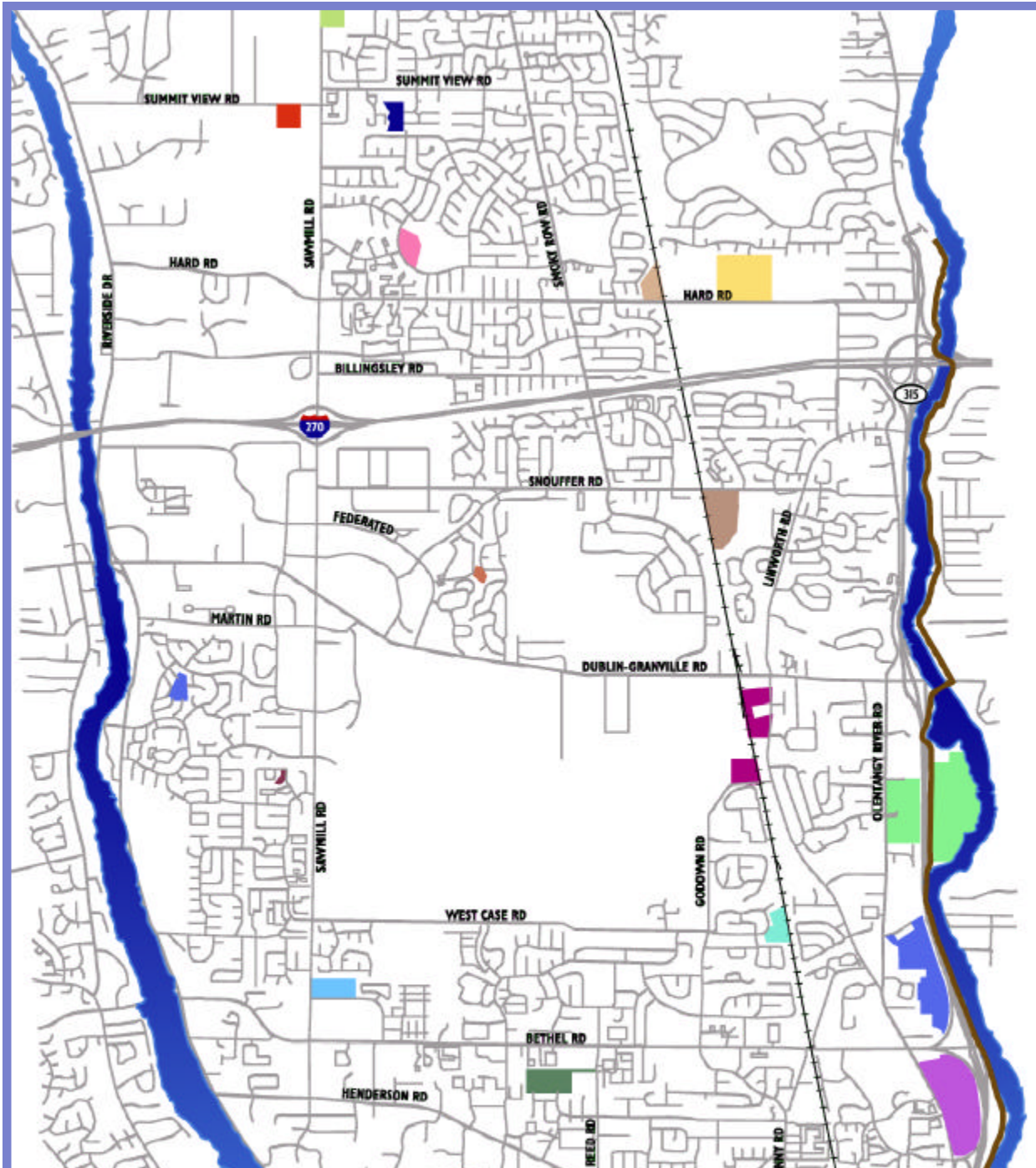
ISSUE

- ♦ *Bus service is limited in the northwest area. Large commercial and residential areas are not served.*

RECOMMENDATION

- ♦ Work with COTA to expand bus service to the northwest areas. Priority areas include Sawmill Road and SR 161.





COLUMBUS PARKS

- Anheuser-Busch Sports Park
- Antrim Park
- Brookside Woods Park
- Carriage Place Park & Rec Center
- Hard Road Parkland

- Riverside Green South Park
- Summitview Park
- Sycamore Hills Park
- Woodbridge Green Park
- Dublin Park
- Worthington Park

- Hickory Woods Park
- Northcrest Park
- Olde Sawmill Park
- Olentangy Parkland
- Riverside Green Park
- River Trails



CITY OF COLUMBUS DEPARTMENT OF DEVELOPMENT PLANNING DIVISION NORTHWEST PLAN 2006

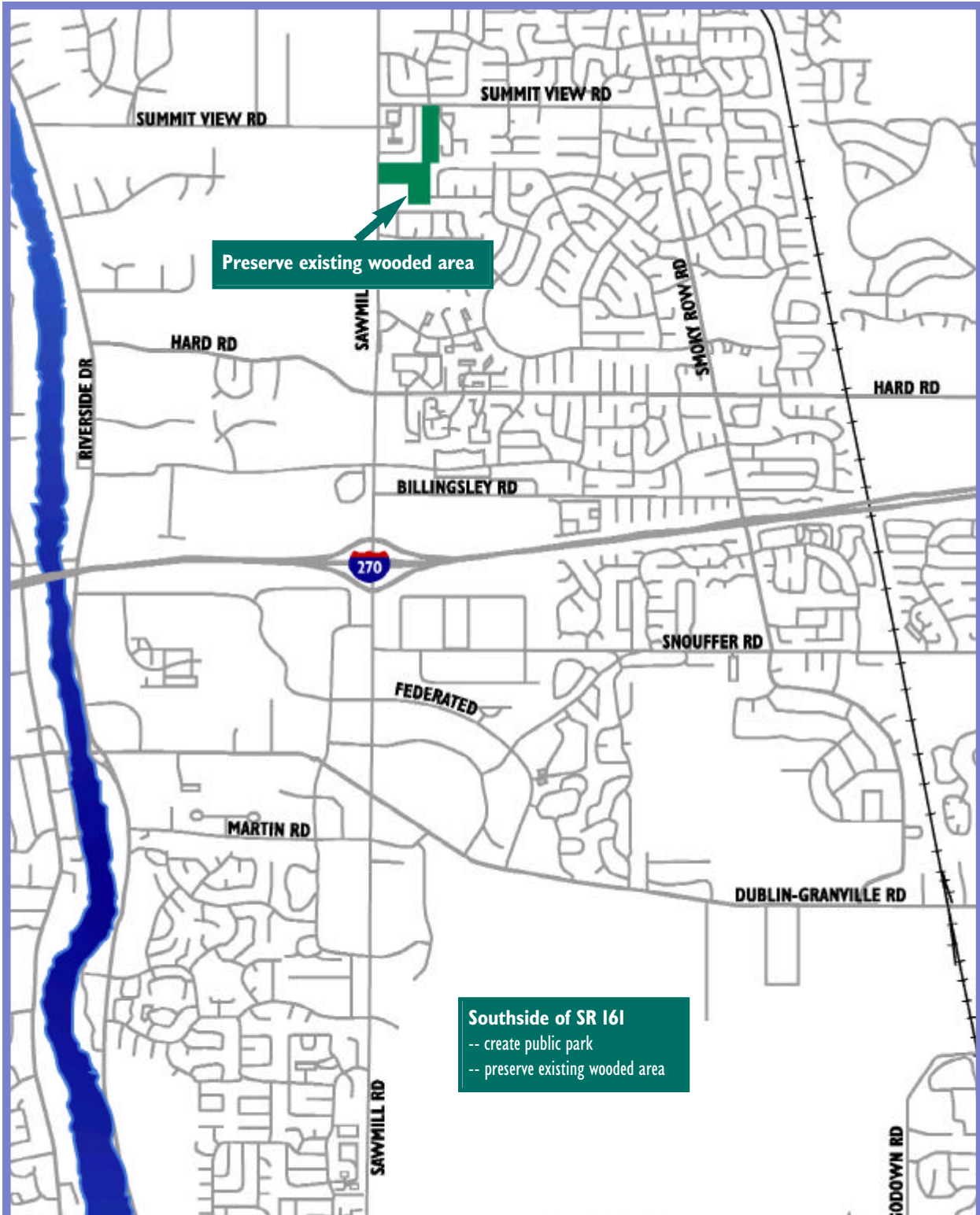
RECREATION AND PARKS

There are currently 14 city of Columbus parks within the northwest area. There are also several city of Worthington and city of Dublin parks within close proximity.

The northwest area also includes both the Scioto and Olentangy rivers. These two river corridors present many recreational and preservation opportunities.

EXISTING COLUMBUS PARKS

NAME	LOCATION	ACRES
Anheuser-Busch Park	4990 Olentangy River Road	56.7
Antrum Park	5800 Olentangy River Road	119.78
Carriage Place Park	4900 Sawmill Road	13.05
Northcrest Park	5095 Reed Road	18.35
Olentangy Parkland	4990 Olentangy River Road	42.3
Riverside Green Park	6650 Canaan Circle	5.62
Riverside Green Park South (undeveloped)		1
Sycamore Hills Park	5540 Rockport Boulevard	7.77
Brookside Woods	2227 Aspenwood Lane	1.87
Hard Road Property (undeveloped)	1250 Hard Road	39.91
Hickory Woods Park	Summitview Road East	5.17
Olde Sawmill Park	2500 Sutter Parkway	8.68
Summitview Park	8420 Sawmill Road,	9.52
Woodbridge Green Park	1700 Hard Road	6.63
Total		336.35



PROPOSED PARK/PRESERVATION LOCATIONS

CITY OF COLUMBUS DEPARTMENT OF DEVELOPMENT PLANNING DIVISION NORTHWEST PLAN 2006

NEW OPPORTUNITIES

ISSUES

- ◆ *Additional park and recreation space is needed in the northwest area, especially north of SR 161. There are currently only 70 acres of parkland north of SR 161. Based on the city standard of 5.5 acres of parkland for each 1,000 population, the area north of SR 161 is short approximately 150 acres. Based on the same city standard, the area south of SR 161 has a sufficient amount of parkland.*
- ◆ *Existing wooded and natural areas throughout the northwest area need to be preserved.*
- ◆ *Improved access, via sidewalk and path, is needed to area parks.*

RECOMMENDATIONS

- ◆ **PRESERVE EXISTING NATURAL AND WOODED AREAS THAT REMAIN IN THE NORTHWEST AREA.** Contingent upon available funding, priority locations include:
 - Portions of two adjacent parcels near the east side of Sawmill Road, south of Summitview Road.
 - The wooded area located adjacent to The Ohio State University Airport.
- ◆ **ACQUIRE LAND NEAR SR 161 FOR PUBLIC OPEN SPACE.** Prime opportunity is to work with OSU on creating public open space within the University-owned land along the south side of SR 161.
- ◆ **HARD ROAD PARK.** The first phase of development is funded for 2007-2008. Hold public meetings to discuss the development of the Hard Road Park. Additionally, this site should continue to be considered and explored as a location for a regional recreation center.



RIVER PROTECTION

The Olentangy and Scioto rivers are valuable natural assets of the community as well as the region. A fairly mature trail and park system has been established along the Olentangy River. However, access from existing residential areas is lacking. The trail and park system is not as developed along the Scioto. Opportunities are present to establish a trail system.

ISSUE

- ◆ *Improved pedestrian and bicycle access to and along the river corridors are needed.*

RECOMMENDATIONS

- ◆ **EASEMENTS.** Secure easements along the Olentangy and Scioto rivers. Where appropriate, negotiate access easements as well, respecting the needs of the property owner, but ensuring continuous access along the banks of the river.
- ◆ **SETBACKS.** Set back structures and surface parking lots an appropriate distance to achieve the following performance standards:
 - Create a riparian corridor between any structure or surface parking lot and the bank of the river. Replant native plant species along the river.
 - Development within the 100-year floodplain should be avoided. If it does occur, development should comply with the city's stormwater drainage manual.
 - Create usable space along the river for recreational, both passive and active, use and enjoyment.

IMPLEMENTATION

The following table highlights the major recommendations contained in the plan and assigns an implementation component. This table should be updated on a regular basis.

TASK	TIMING	RESPONSIBLE PARTY(S)
Review development/rezoning proposals to ensure compatibility with plan recommendations and concepts	on-going	Planning Division Building Services Division Northwest Civic Association Far Northwest Coalition
Apply RCO to Sawmill and Bethel roads	2006/7	Planning Division
Apply UCO to SR 161 at Linworth Road	2006/7	Planning Division
Undertake a detailed traffic analysis to determine improvements to SR 161	2008	Transportation Division in Conjunction with local and regional governments Community Advisory Committee
Undertake design of SR 161 improvements	2011	Transportation Division in Conjunction with local and regional governments Community Advisory Committee
Complete master plan for OSU land on south of SR 161. Additionally, rezone and apply appropriate development standards to implement master plan.	2007	OSU Planning Division Community Advisory Committee
Conduct a follow-up public design charette to consider in detail recommendations/concepts for SR 161 and Linworth Road area.	2006	Planning Division Community Advisory Committee
Undertake traffic study for Sawmill Road	Planned to begin within five years	Transportation Division
Incorporate proposed sidewalk/path into proposed citywide plan	2006	Transportation Division Planning Division
Acquire land for parkland, priority areas include SR 161 and between SR 161 and county line	2006-2011	Recreation and Parks Department

DEVELOPMENT REVIEW CHECKLIST

The Development Review Checklist is a summary of recommendations found in the *Northwest Plan 2006* dealing with the built environment. The checklist is designed to be used by stakeholders in the review of development proposals, investments in community facilities and infrastructure, and other initiatives or requests impacting the built environment in the community.

The "Conditions to Approval" column is intended to note specific conditions that the proposal must meet to comply with the *Northwest Plan 2006*. The "Mitigating Circumstances" column should be used to note specific reasons why the proposal is not expected to meet a specific recommendation contained in the plan. Nothing in the checklist is intended to speak to the development proposal's conformance with other city code requirements and policies.

I. RESIDENTIAL DEVELOPMENT

STANDARD	YES	NO	N/A	CONDITIONS TO APPROVAL	MITIGATING CIRCUMSTANCES
Developer has reviewed the recommendations of the <i>Northwest Plan 2006</i> ?					
Is the proposal an infill development site?					
Is the infill development proposal consistent and compatible with the surrounding area in terms of land use and density?					
Is a traffic impact study required?					
Does the proposal work to implement the sidewalk/path plan?					
Does the proposal address transit needs?					
Does the proposal adequately connect to adjacent uses?					

II. COMMERCIAL REDEVELOPMENT

STANDARD	YES	NO	N/A	CONDITIONS TO APPROVAL	MITIGATING CIRCUMSTANCES
Developer has reviewed the recommendations of the <i>Northwest Plan 2006</i> ?					
Has a mixed-use development been considered for this site?					
If the area has a planning overlay in place, does the proposal meet the standards of the overlay?					
Does the proposal address access management - spacing of curb cuts and providing an internal circulation plan that connects to surrounding sites?					
Does the proposal work to implement the sidewalk/path plan?					
Does the proposal address transit needs?					

III. SR 161 DEVELOPMENT PROPOSALS

STANDARD	YES	NO	N/A	CONDITIONS TO APPROVAL	MITIGATING CIRCUMSTANCES
Developer has reviewed the recommendations of the <i>Northwest Plan 2006</i> ?					
Does the proposal comply with limiting regional and auto-oriented commercial centers to the area between Sawmill Road and Federated Boulevard?					
Does the proposal preserve existing residential areas?					
Has the proposal been timed with city-initiated improvements to SR 161?					
If the area has a planning overlay in place, does the proposal meet the standards of the overlay?					
Does the proposal address access management - spacing of curb cuts and providing an internal circulation plan that connects to surrounding sites?					
Does the proposal work to implement the sidewalk/path plan?					
Does the proposal address transit needs?					
Does the proposal include land to be dedicated as public open space?					
Are proposed developer improvements coordinated and reflective of overall SR 161 corridor improvements?					

GET CONNECTED

CITY OF COLUMBUS

SERVICE

PHONE

Request Line for	311
Non-emergency City Services	462-3400
Animals (Strays)	645-4610
Block Watch Information	645-4610
Bulk Refuse Pick-up	645-8774
Building Services Division	645-7433
Code Enforcement	645-8139
Crime Stoppers Anonymous	645-8477
Economic Development Division	645-8032
Electricity (Repair)	645-7627
Garbage Collection	645-8774
Housing Inspection	645-8139
Junk Cars on Private Property	645-8139
Junk Cars on Public Property	645-2277
Mayor's Action Center	645-3111
Narcotics Hot Line	645-4850
Police Complaints and Praise	645-2677
Police (Crime Prevention)	645-4610
Pothole Repair	645-5660
Sewers and Drains (Repair)	645-7102
Sidewalk Complaints and Permits	645-7497
Snow and Ice Complaints	645-5660
Strategic Response Bureau	645-4610
Street Light Repair	645-7627
Street Repair	645-5660
Traffic Lights and Signs	645-7393
Volunteer Corps	645-6404
Water (Repair)	645-7788
Weed and Environmental Complaints	645-8139
Zoning Information	645-7314



OTHER RESOURCES (WEBSITES)

Central Ohio Transit Authority	www.cota.com
City of Columbus	www.columbus.gov
City of Columbus Economic Development Division	www.columbus.gov (select Department of Development)
City of Columbus Planning Division	www.development.columbus.gov
City of Columbus Public Safety Department	www.columbus.gov (select Public Safety)
Columbus Foundation	www.columbusfoundation.org
Columbus Public Schools	www.columbus.k12.oh.us
Columbus Supersite	www.columbus.org
Private Industry Council	www.ipicsolutions.com
Public Safety Department	pubserv.ci.columbus.oh.us
Public Service Department	www.publicsafety.ci.columbus.oh.us
Public Utilities Department	utilities.ci.columbus.oh.us
Recreation and Parks Department	www.columbusrecparks.com
Urban League of Greater Columbus	www.columbusurbanleague.org





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Department of Development, Planning Division
109 N. Front Street, Ground Floor
Columbus, Ohio 43215
<http://www.development.columbus.gov>

1/2006